



CITY OF HAYWARD AGENDA REPORT

Planning Commission

Meeting Date 06/19/03

Agenda Item 1

TO: Planning Commission

FROM: Arlynne J. Camire, Associate Planner

SUBJECT: Planning Director's Referral of Administrative Use Permit Application No. PL-2002-0370 - Maria Revuelta (Applicant), Arnold Addison (Owner) - Request To Expand an Auto Body Shop Which Is Adjacent to a Single Family Residential Zoning District and a Public Park

The Property is Located at 727 Industrial Parkway West, Unit N2, in the Industrial (I) District

RECOMMENDATION:

Staff recommends that the Planning Commission:

1. Find that the proposed project is Categorically Exempt from the California Environmental Quality Act (CEQA) guidelines, Section 15301, Class 1, (a), Existing Facilities, and
2. Approve the administrative use permit subject to the attached findings and conditions of approval.

BACKGROUND:

This 91,911-square-foot (2.1 acres±) industrial property is located east of the intersection of Huntwood Avenue and Industrial Parkway West within the Tennyson-Alquire Neighborhood. Canterbury Homes are located to the north and Silver Star Veterans Park is located to the east. Both the homes and the park were built in 2000.

The site was developed in 1982 with four buildings that contain offices, cabinet shops, auto repair/body shops, a taxi service, and a feed store. The stucco building located adjacent to the park is used for offices. The remaining three corrugated metal buildings are divided into larger tenant spaces accessible by standard doors and large roll-up garage doors.

In 1994 the Building Division received a request to convert unit N2 into an auto shop and office use from warehousing. An inspection was completed and improvements were made. However, the City does not have a record to whether an auto shop tenant used this space prior to this application. The owner of Accurate Body and Paint has requested an expansion of her business to include Unit N2. Accurate Body and Paint has occupied Unit W since 1997. Since the entire site is adjacent to a Single Family Residential neighborhood and a park, an administrative use permit is required for the expansion of any industrial use. In this case, the Planning Director

referred the item to the Planning Commission to allow both the applicant and neighbors an opportunity to respond.

This site has a history of poor property maintenance. However, the conditions of approval would only regulate the two units operated by the applicant. Accurate Body and Paint has unscreened outdoor storage of cardboard and the landscaping adjacent to Unit W is in poor condition. Staff observed possible inoperable vehicles in parking spaces adjacent to the auto body shop but was assured by the manager that they maintain an off site auto storage for vehicles that are awaiting repair. In addition, neighbors and city staff have witnessed auto repairs outside of the buildings. Furthermore, neighbors in the adjacent Canterbury Homes have reported excessive noise in the late evening hours and early morning on weekends, the smell of paint fumes, and dust from sanding. Neighbors are also concerned with the possible impacts chemicals associated with auto body shops would have on children and senior citizens especially those who use the park. The Tennyson-Alquire Neighborhood Plan recognizes that this site contains industrial and auto repair uses; however, the Plan also recognizes the need to minimize the impacts that industrial properties may have on adjacent residents.

Staff feels that the auto body shop controlled by conditions of approval, which include compliance to property maintenance requirements, operating procedures, and restrictions on the hours of operation, could be a harmonious neighbor.

ENVIRONMENTAL REVIEW

The proposed project is categorically exempt from the California Environmental Quality Act (CEQA) guidelines, pursuant to Section 15301, Class 1, (a), Existing Facilities. The site is an industrial auto center and the proposed use currently exists on-site.

PUBLIC NOTICE:

On June 2, 2002, a Referral Notice was mailed to every property owner and occupant within 300 feet of the subject site, as noted on the latest assessor's records, the Tennyson-Alquire Homeowners Association, the Fairway Park Neighborhood Association, the South Hayward Neighborhood Group, and former Tennyson-Alquire Neighborhood Taskforce members. Staff received numerous telephone calls, emails and letters in opposition (Attachment B.)

On June 9, 2003, a Notice of Public Hearing for the Planning Commission meeting was mailed. No additional public comment has been received regarding this matter.

CONCLUSION:


The site has traditionally been an industrial property. The Tennyson-Alquire Neighborhood Plan recognizes that this site, along with other industrial properties will continue. Staff recognizes that there are several issues with property maintenance and operational procedures. Therefore, staff recommends conditional approval which would require the applicant to comply with property maintenance regulations, operation procedures and hours of operation.

Prepared by:



Arlynn J. Camire, AICP
Associate Planner

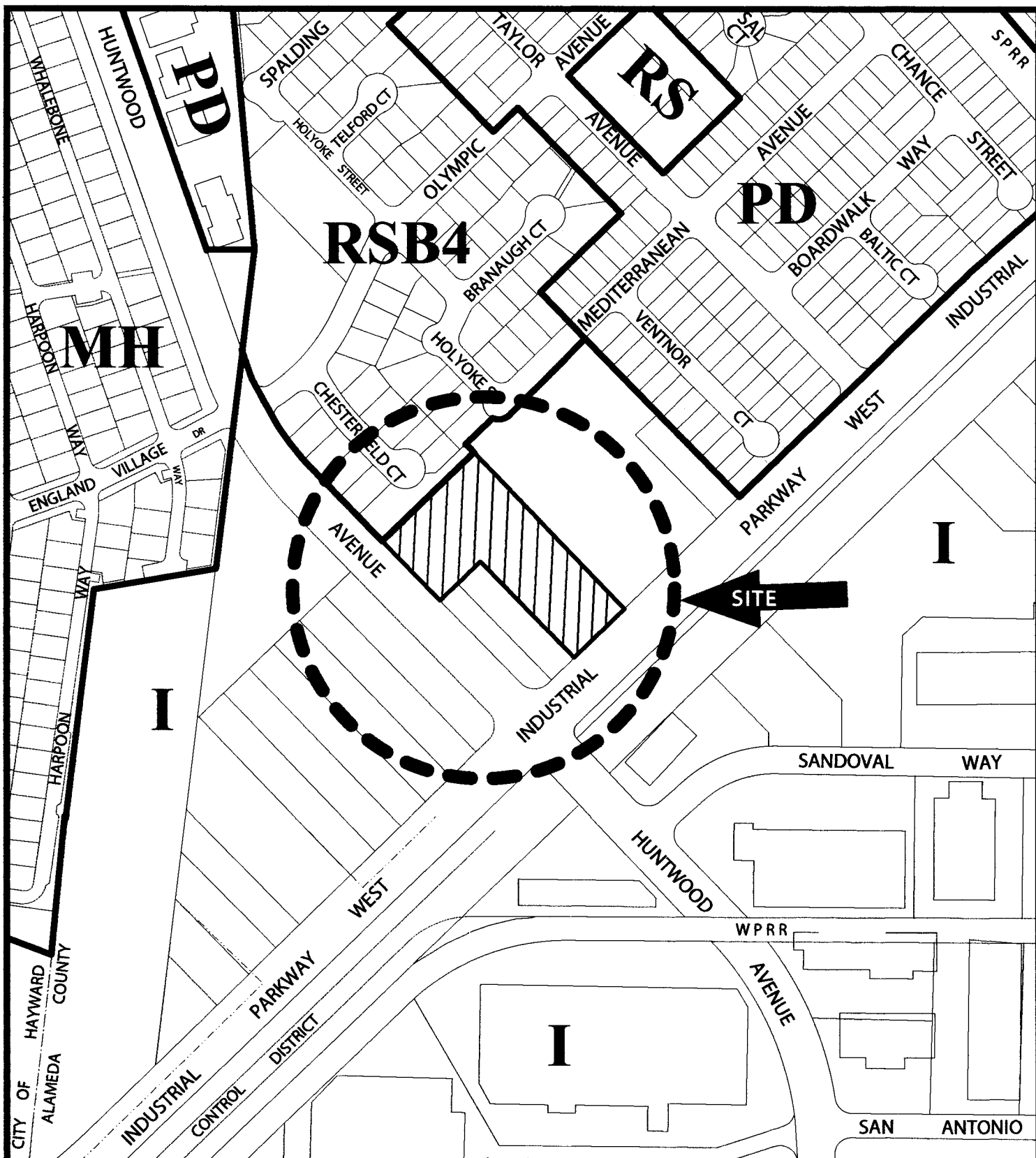
Recommended by:



Dyana Anderly, AICP
Planning Manager

Attachments:

- A. Area Map
- B. Emails and Letters in opposition
- C. Findings for Approval
- D. Conditions of Approval
Plans



Area & Zoning Map

PL-2002-0370 AUP

Address: 727 Industrial Parkway W. Unit N2

Applicant: Maria Revuelta

Owner: Arnold Addison

MH-Mobile Home Park

I-Industrial

PD-Planned Development

RS-Single-Family Residential,RSB4,RSB6



7/17/2002

Today's Date

Norman Weisbrod
Planning Division
777 "B" Street
Hayward, CA 94541

Fax (510) 583-3649

E-mail - normanw@ci.hayward.ca.us

Reference: PL-2002-0370 AUP

Dear Mr. Weisbrod:

I am a resident of the Canterbury of Hayward Homeowners Association just down the street from the proposed auto body shop at the corner of Huntwood and Industrial. Following are my comments and concerns about the proposal you are currently reviewing. Your consideration of my concerns will be greatly appreciated.

① As the time goes, more and more houses have been built in this neighborhood, so it looks more like a residential area instead of an industrial area. Whatever is going to be open or built here should match the majority in the area. That will really make Hayward City look better. We, as residents in Hayward, also want to be proud of our city like our neighboring cities for their reasonable planning and neat environment. So, instead of adding another shop, the remaining should also be moved away to somewhere else where they belong to.

② It is really not a good idea to have another auto body shop since it is so close to the park. Not only do so many kids play around, but also teenagers and elderly do some exercising every day in the park. So many reasons safety and health reasons.

Sincerely,

We really appreciate your consideration our concerns about our neighborhood, especially our concerns about neat look of Hayward City.

L. A. Bagnato, Anytown

7/10/02

Today's Date

Norman Weisbrod
Planning Division
777 "B" Street
Hayward, CA 94541

Fax (510) 583-3649

E-mail - normanw@ci.hayward.ca.us

Reference: PL-2002-0370 AUP

Dear Mr. Weisbrod:

I am a resident of the Canterbury of Hayward Homeowners Association just down the street from the proposed auto body shop at the corner of Huntwood and Industrial. Following are my comments and concerns about the proposal you are currently reviewing. Your consideration of my concerns will be greatly appreciated.

I understand the deadline has passed. I was on vacation and just received notice. I'd like to add my comments at this time - hopefully they will be considered. I live on Chesterfield Ct. and feel we already have too many auto body shops at that location. I have to listen to the loud music at night when the workers stay late and don't really appreciate the noise. Also, I had an opportunity to visit one of the shops and driving through the area, noticed it looked more like a junkyard than an auto body shop. I don't feel we need to add any more shops in this area.

Sincerely,

Laura Oliva

7/9/02
Today's Date

Norman Weisbrod
Planning Division
777 "B" Street
Hayward, CA 94541

Fax (510) 583-3649
E-mail - normanw@ci.hayward.ca.us

Reference: PL-2002-0370 AUP

Dear Mr. Weisbrod:

I am a resident of the Canterbury of Hayward Homeowners Association just down the street from the proposed auto body shop at the corner of Huntwood and Industrial. Following are my comments and concerns about the proposal you are currently reviewing. Your consideration of my concerns will be greatly appreciated.

We are concerned with over-spray paint
at the body shop.

Sincerely,

M. Hansen

July 3rd 2002
Today's Date

Norman Weisbrod
Planning Division
777 "B" Street
Hayward, CA 94541

Fax (510) 583-3649
E-mail - normanw@ci.hayward.ca.us

Reference: PL-2002-0370 AUP

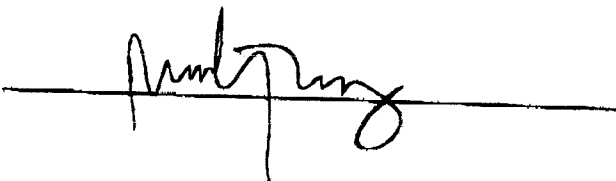
Dear Mr. Weisbrod:

I am a resident of the Canterbury of Hayward Homeowners Association just down the street from the proposed auto body shop at the corner of Huntwood and Industrial. Following are my comments and concerns about the proposal you are currently reviewing. Your consideration of my concerns will be greatly appreciated.

- Traffic will be increase in the intersection which it is already busy.
 - Community safety concern
 - Air pollution, auto shop will generate a lot of carbon dioxide which is not good for a residential area where we raise children.
 - The existing two auto shop already generate a lot noise and air pollution, we don't want more to come.
 - Already start build a good environment for residential area will be destroyed by adding another auto shop here.
- please help us to fight the clean air community.

Sincerely,

Thanks.



7/3/02

Today's Date

Norman Welsbrod
Planning Division
777 "B" Street
Hayward, CA 94541

Fax (510) 583-3649
E-mail - normanw@ci.hayward.ca.us

Reference: PL-2002-0370 AUP

Dear Mr. Weisbrod:

I am a resident of the Canterbury of Hayward Homeowners Association just down the street from the proposed auto body shop at the corner of Huntwood and Industrial. Following are my comments and concerns about the proposal you are currently reviewing. Your consideration of my concerns will be greatly appreciated.

1. Being so close to our community, the proposed bodyshop will bring a lot of harm to people living here, such as noise, pollution, ~~car~~ traffic congestions, etc.
2. There are lots of children playing in the park. Being so close, the body shop also concerns us on ~~sat~~ children safety.
3. ~~We need~~ There are more than 200 houses in this community. We need more parks, more green spaces; not another body shop. We already have two bodyshops/repair shops nearby.
4. Being so close to body shop. Our houses in this area will likely be de-valued, which in turn will generate less property tax for the government.

Sincerely,

Allan HE

ALLAN HE

Norman Weisbrod

From: Lina Shen [linashen@yahoo.com]
Sent: Wednesday, July 03, 2002 8:21 PM
To: Norman Weisbrod
Subject: auto body shop

Hi, Mr. Weisbrod

We have received your notice regarding opening an auto body shop at 727 Industrial parkway W. at Huntwood. As residents and homeowners just down the street from the proposed auto body shop, we are very concerned and worried about this.

1. As the time goes, more and more houses have been built in this neighborhood, so it looks more like a residential area instead of an industrial area, whatever is going to be open or built here should match the majority in this area. That will really make the Hayward City look better. We, as residents in Hayward, also want to be very proud of our city like our neighboring cities for their reasonable planning and neat environment. So, instead of adding another auto body shop, the remaining auto shops should also be moved away to somewhere else where they belong to.

2. It is really not a good idea to have another auto body shop here since it is so close to the park. Not only do so many kids play around in the park, but also other people like teenagers and elderly do some exercising every day in the park. That is what a park is for, isn't it? That is why it's absolutely not a good idea to have another auto body shop next to the park due to the safety and health reasons. Besides, it doesn't look nice at all as we mentioned above.

We really appreciate your consideration of our concerns about our neighborhood and our Hayward City. From homeowners in the Canterbury of Hayward
Reference: PL-2002-0370 AUP

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7-302
Today's Date

Norman Weisbrod
Planning Division
777 "B" Street
Hayward, CA 94541

Fax (510) 583-3649
E-mail - normanw@ci.hayward.ca.us

Reference: PL-2002-0370 AUP

Dear Mr. Weisbrod:

I am a resident of the Canterbury of Hayward Homeowners Association just down the street from the proposed auto body shop at the corner of Huntwood and Industrial. Following are my comments and concerns about the proposal you are currently reviewing. Your consideration of my concerns will be greatly appreciated.

Our family does not like the idea of a body shop open close to our home. The body shop can cause noise & air pollution to my family. It might even bring strangers to our areas. When there are too many strangers in the area, it can be dangerous for our children to ride ^{or play} here their bikes around the neighborhood. Our most concern ~~is~~ safety. Safety is the number one reason we move and purchase our home in Hayward. Pls. don't allow a body shop to open near our home. Thank you for your review.

Sincerely,

Norma Lee 7.302

7/3/02
Today's Date

Norman Weisbrod
Planning Division
777 "B" Street
Hayward, CA 94541

Fax (510) 583-3649
E-mail - normanw@ci.hayward.ca.us

Reference: PL-2002-0370 AUP

Dear Mr. Weisbrod:

I am a resident of the Canterbury of Hayward Homeowners Association just down the street from the proposed auto body shop at the corner of Huntwood and Industrial. Following are my comments and concerns about the proposal you are currently reviewing. Your consideration of my concerns will be greatly appreciated.

I am very concerned about the auto body shop proposal and honestly believe that it will bring the value of the homes in our residential area down. This will have a detrimental effect on property values for Canterbury Homeowners. Also, in order to preserve the beauty of the surroundings steps must be taken to prevent the construction of any other commercial buildings in the area. Let's designate Canterbury and its surroundings a high residential, middle class neighborhood. I am requesting that you vote against such a proposal and help us maintain our community a place where people would like to live and raise their children. Thank you so much for your consideration.
Sincerely,

Rosa Heredia & Oscar Valles
Homeowners (Spalding Street)

Norman Weisbrod

From: Ly, Vinh [lyv@samtrans.com]
Sent: Wednesday, July 03, 2002 8:01 AM
To: Norman Weisbrod
Cc: 'ccpm@infi.net'
Subject: PL-2002-0370 AUP

Importance: High

Dear Mr. Weisbrod:

I am a resident of the Canterbury of Hayward Homeowners Association just down the street from the proposed auto body shop at the corner of Huntwood and Industrial. Please consider this shop is too close to a residential community and park. The residential and this auto body shop just cannot be mixed. The auto shop will create a lot of noise for the neighbors who live just next to the shop. The soil could be contaminated from the oil and materials used in repairing the autos. Another residential community might be more suitable at that location, as we need more housing in the Bay Area.

I just received a notice from the Association yesterday regarding this proposed auto body shop. I am sure a lot of homeowners might not have time to respond to this notice. Please consider giving them more time to voice their opinion.

Thank you,
Vinh Ly

Norman Weisbrod

From: Raphael Chin [ZCochrane@attbi.com]
Sent: Wednesday, July 03, 2002 2:33 AM
To: Norman Weisbrod
Subject: PL-2002-0370 AUP

Reference: PL-2002-0370 AUP

Dear Mr. Weisbrod:

I am a resident of the Canterbury of Hayward Homeowners Association just down the street from the proposed auto body shop at the corner of Huntwood and Industrial. Following are my comments and concerns about the proposal you are currently reviewing.

Auto body shops are usually associated with wrecked cars needing body repairs. Frequent dropping off of wrecked cars by tow trucks will increase congestion to the already high traffic corner of Huntwood and Industrial. Metal work and welding will create intolerable noise level and painting of auto body panels will also release toxic fumes. Storage and improper disposal of old and/or damaged auto body panels will negatively affect the surrounding area due to rust. The sight of damaged cars at the site will be a really bad eyesore.

Body shops are also associated to auto body modifications. Clients for that purpose are usually race happy youngsters who maybe involved in activities like "Sideshows" illegal street racing, which, by the way, is already an existing problem around the area.

The proximity of such establishment to our community will also significantly diminish the value of our real estate properties. It will also be hazardous to children playing in the community park situated only meters away.

Your consideration of my concerns will be greatly appreciated.

Raphael Chin
29375 Holyoke Ave.,
Hayward, CA 94544
(510)599-8988

Norman Weisbrod

From: ding huang [dingkuo@yahoo.com]
Sent: Tuesday, July 02, 2002 8:16 PM
To: Norman Weisbrod
Subject: Ref: PL-2002-0370 AUP

Dear Mr. Weisbrod:
Date: July 2, 2002

I am a resident of the Canterbury of Hayward Homeowners Association just down the street from the proposed auto body shop at the corner of Huntwood and Industrial.

Following are my comments and concerns about the proposal you are currently reviewing. Your consideration of my concerns will be great appreciated.

- 1) There are auto shops around the block already, they are not only make a lot noise when they work but also make a lot air pollution too, you even can smell the paint in the adjacent park when they do their painting job, it is not very healthy environment for living.
- 2) They are going to bring lots traffic to this already busy intersection.
- 3) They are going to bring a lot strangers to the near by community, add our community safety concern.
- 4) It will make the residential community look like a industry park, and going to bring down our property value and living standard level, which we are trying to build up for this community as a model for Hayward as a people's town not the old image as an industrial trucking warehouse neighborhood.

We will like to keep our community as a quite and peaceful residential area, hope you can help us to achieve our goal, thank you very much.

Sincerely,
Ding Huang

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07/03/2002
Today's Date

Norman Weisbrod
Planning Division
777 "B" Street
Hayward, CA 94541

Fax (510) 583-3649

E-mail - normanw@ci.hayward.ca.us

Reference: PL-2002-0370 AUP

Dear Mr. Weisbrod:

I am a resident of the Canterbury of Hayward Homeowners Association just down the street from the proposed auto body shop at the corner of Huntwood and Industrial. Following are my comments and concerns about the proposal you are currently reviewing. Your consideration of my concerns will be greatly appreciated.

An additional auto body shop adjacent to our community (Canterbury of Hayward) would mean more environment pollution including air, noise, etc. This kind of pollution would affect health of everyone in this community directly, and the cost to maintain our home. For instance, because of the air pollution, there is a need to paint the outside of our home more frequently in order to keep it nice looking. Moreover, auto body shop would mean more chemical in our environment. Since this auto body shop would be close to the park, kids in this community would have more chances to be exposed to these chemicals, and their health would be harmed. Last but not least is that there are already a lot of traffic on Industrial Parkway. The traffic would become more heavier for sure if there is an additional auto body shop. In conclusion, we strongly disagree with the idea of approving an auto body shop.

Sincerely,

Walter Chan & Jenny Young

07-02-2002

Today's Date

Norman Weisbrod
Planning Division
777 "B" Street
Hayward, CA 94541

Fax (510) 583-3649
E-mail - normanw@ci.hayward.ca.us

Reference: PL-2002-0370 AUP

Dear Mr. Weisbrod:

I am a resident of the Canterbury of Hayward Homeowners Association just down the street from the proposed auto body shop at the corner of Huntwood and Industrial. Following are my comments and concerns about the proposal you are currently reviewing. Your consideration of my concerns will be greatly appreciated.

We are against the setting up of
the auto-body shop in the vicinity
of our community and concerned
about the environmental problems
caused by the proposed auto-
body shop. Please reconsider
the proposal.

Sincerely,

JASON & Tiffery Dast
2065 CHESTERFIELD COURT,
HAYWARD, CA 94541

July 2, 2002
Today's Date

Norman Welsbrod
Planning Division
777 "B" Street
Hayward, CA 94541

Fax (510) 583-3649
E-mail - normanw@ci.hayward.ca.us

Reference: PL-2002-0370 AUP

Dear Mr. Weisbrod:

I am a resident of the Canterbury of Hayward Homeowners Association just down the street from the proposed auto body shop at the corner of Huntwood and Industrial. Following are my comments and concerns about the proposal you are currently reviewing. Your consideration of my concerns will be greatly appreciated.

- 1) Increasing already busy traffic to this intersection, make the residential area not safe
 - 2) Increasing noise and air pollution, which the existing auto shop already given to us
 - 3) We (Community) try to build a new image for Hayward as a decent living town not the old Industrial park neighborhood. don't destroy us.
 - 4) We like to keep our community peace and quiet residential area not a commercial industrial neighborhood.
- please help us to maintain our community as pure residential. Thank you very much.

Sincerely,

Liam Huang

07/02/02.
Today's Date

Norman Weisbrod
Planning Division
777 "B" Street
Hayward, CA 94541

Fax (510) 583-3649
E-mail - normanw@ci.hayward.ca.us

Reference: PL-2002-0370 AUP

Dear Mr. Weisbrod:

I am a resident of the Canterbury of Hayward Homeowners Association just down the street from the proposed auto body shop at the corner of Huntwood and Industrial. Following are my comments and concerns about the proposal you are currently reviewing. Your consideration of my concerns will be greatly appreciated.

There are as it is many Auto body shops around this area, adjacent to the Veterans ^{Park}. They do create lot of noise during the night time. It definitely spoils the look. The other thing I am concerned is the traffic in this area. With a new auto body shop it would create more congestion in industrial Pkwy. With a auto body shop around there is a concern for security. People working there do peep around and notice the residential area. With lots of kids around in this residential area, it is not a good idea to have another auto body shop in this area. ~~At~~ In this high lines it reduces the value of property in my community. Hope my concerns are taken into consideration.

Sincerely,

J. H.

7/3/02
Today's Date

Norman Weisbrod
Planning Division
777 "B" Street
Hayward, CA 94541

Fax (510) 583-3649
E-mail - normanw@ci.hayward.ca.us

Reference: PL-2002-0370 AUP

Dear Mr. Weisbrod:

I am a resident of the Canterbury of Hayward Homeowners Association just down the street from the proposed auto body shop at the corner of Huntwood and Industrial. Following are my comments and concerns about the proposal you are currently reviewing. Your consideration of my concerns will be greatly appreciated.

1. This will increase more traffic in the area.
2. The auto body shop will add more noise. The trucks yard already noisy.
3. This impact our property values (lower prices)

Sincerely,

E. Ham

June 24, 2002

RECEIVED

JUN 27 2002

Norman Weisbrod, Planning Division
777 "B" Street
Hayward, Ca 94541

PLANNING DIVISION

Re: PL-2002-0370 AUP - 727 Industrial Parkway W, Unit N2
Maria Revuelta (Applicant)
Arnold Addison (Owner)

Dear Norman Weisbrod,

Thank you for the opportunity to respond to the above application. Right now our community discourages this type of usage near residents, children or wildlife. Our "immobile population" such as small children, elderly and future day camps utilizing park facilities, all have the potential of becoming exposed to air contaminants, noise, dust and chemical discharges associated with auto body operations. Please note that the basketball court and playing field is situated very close to the proposed business which have all been in use continually since it's completion. Paint, chemicals, noise, dust are all negative conditions that do not belong bordering residential or recreational uses especially involving children, elderly and wildlife.

Our association is consistently taking the position discouraging any additional automobile related businesses, either mechanical or physical repair in our area, as we are overwhelmed with pollutants, ground water contaminants and an abundance of automobile related businesses.

The direction or goal, of our neighborhood, is not one of a continual abundance of automobile related businesses but one of much healthier environment such as small office, commercial or residential usage. We are all building towards a "recovering" environment reducing pollutants in the air and on the ground. Our creek, flood control channel, is so close to the proposed application, that its health is a priority as it serves as a vital source of food for wildlife. Please read the enclosed article for your information.

Thank you again and we strongly urge a denial of an auto body shop in this location.

Sincerely,



Holly Z. Rogers
31730 Chicoine Ave.
Hayward, Ca 94544
(510) 487-4461



June 4, 2002

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Millions of Gallons of Oil Run Off to the Sea

WASHINGTON, DC, May 27, 2002 (ENS) - About 29 million gallons of petroleum enters the oceans off North America each year, shows a new study by the National Research Council. The report finds that about 85 percent of that pollution can be blamed not on massive oil spills, but on the lesser amounts released by airplanes, swept into polluted rivers and from the largest culprits: recreational boats and runoff from the land.

Oil and gasoline spilled from motor vehicles runs off pavement into storm drains, rivers and, eventually, the ocean. (Photo by Warren Gretz courtesy National Renewable Energy Lab)



The amount of petroleum released into North American and global waters is less than previously thought, the committee found. At the same time, however, new studies show that the environmental effects of a major oil spill are longer lasting than once thought and that even small amounts of petroleum can seriously damage marine life and ecosystems.

"Oil spills can have long lasting and devastating effects on the ocean environment, but we need to know more about damage caused by petroleum from land based sources and small watercraft since they represent most of the oil leaked by human activities," said James Coleman, chair of the committee that wrote the report.

"This doesn't mean we can ignore hazards from drilling and shipping, however," Coleman cautioned. "Although new safety standards and advances in technology reduced the amount of oil that spilled during extraction and transport in the last two decades, the potential is still there for a large spill, especially in regions with lax safety controls."

About 47 million gallons seep naturally from the seafloor

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Protections

• **Taxidermist**
Admits to Selling
Tiger Meat

into the North American oceans, more than all human sources of petroleum pollution combined. That puts North America in a better position than the world as a whole: worldwide, about 210 million gallons of petroleum enter the sea each year from human caused petroleum sources, with an additional 180 million gallons coming from natural seepage, the report says.



Many personal watercraft use two stroke engines that cause air and water pollution. (Photo courtesy Jet Products)

Of the human caused petroleum pollution entering the oceans around North

America, less than eight percent comes from oil tanker or pipeline spills, says the report by the National Academies' National Research Council (NRC), titled "Oil in the Sea: Inputs, Fates, and Effects."

The report, which relies on data from a variety of sources, is said to be far more accurate than the NRC's last such assessment in 1985.

Oil slicks visible from the air and birds painted black by oil get the most public attention, but it is consumers of oil - not the ships that transport it - who are responsible for most of what finds its way into the ocean, the NRC says.

Oil exploration and extraction are responsible for only three percent of the petroleum that enters the sea, with their effects concentrated where oil drilling rigs are at work in the Gulf of Mexico and in waters off southern California, northern Alaska, and eastern Canada.

Airplane pilots sometimes dump fuel over the ocean. (Photo courtesy Freefoto.com)



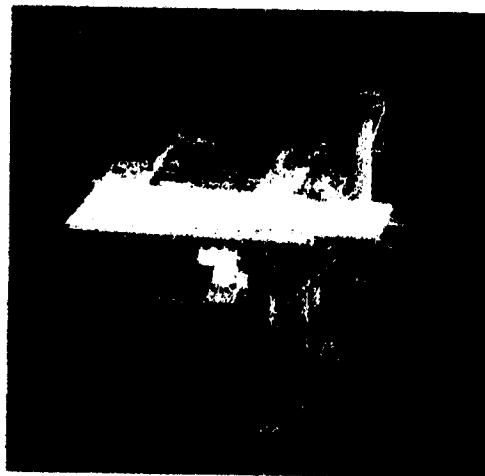
The bulk of the 29 million gallons from humanmade sources comes from individually small source that, combined, account for about 25 million gallons of ocean petroleum pollution.

For example, oil runoff from cars and trucks is increasing in coastal areas where the population is growing and roads and parking lots are expanding. More than one half of the land based oil contamination along the North American coastline occurs between Maine and Virginia, where there are dense seaside populations, many cities, several refineries, and high energy use, the report notes.

Rivers polluted by oil in wastewater or the improper disposal of petroleum products are also a major source of oil entering the sea.

Older two stroke engines still found on many recreational boats and jet skis were purposely designed to discharge gasoline and oil. Land runoff and recreational boating account for nearly three-quarters of the petroleum released into the sea each year through human consumption.

Other sources of oil from human activities include military and commercial jets that occasionally jettison excess fuel over the ocean and ships that release oil from their engines while in port or at sea.



Offshore oil rigs like this one in the Gulf of Mexico spill thousands of gallons of oil each year. (Photo courtesy National Renewable Energy Laboratory)

The impact of an oil spill on marine life is not directly related to the size of the spill, since even a small spill in an ecologically sensitive area can have long

term impacts, the NRC found. A spill's influence also depends on the type and amount of toxics present in the petroleum product being released.

The riskiest toxics are a class of organic compounds known as polycyclic aromatic hydrocarbons, or PAHs. Growing evidence suggests that PAHs and other toxic compounds can have adverse effects on marine species even at very low concentrations. This means chronic releases from runoff and recreational boating may inflict more damage than previously thought, and that the effects of large spills may last as long as residual oil persists in the area.

The Gulf of Mexico is the most heavily impacted of North America's ocean waters, the NRC learned. About 20 percent of the land based petroleum entering North American coastal waters ends up in the Gulf of Mexico.

The Gulf also receives most of the oil and gas that is emitted by recreational boats and jet skis, and oil drilling rigs concentrated in the Gulf spill thousands of gallons each year.

Oil refineries and pipelines still spill thousands of gallons, despite improvements in recent years. (Photo courtesy EPA)



The amount of petroleum released during oil drilling has dropped in recent years, but the threat of a spill cannot be ignored, the NRC warns. The report recommends that the U.S. Minerals Management Service promote extraction techniques that minimize accidental or intentional releases of petroleum.

Other federal agencies, including the Department of Transportation and the U.S. Environmental Protection Agency (EPA) should also continue to work with state environmental agencies and industry to minimize the potential for spills from pipelines and other coastal petroleum facilities.

While new shipping standards have helped reduce oil spills and deliberate discharges from tankers and other ocean going vessels, about 2.7 million gallons of petroleum still spill into North American waters while being transported to market. The report cautions that large tanker spills are still possible, particularly in areas without stringent safety procedures and inspections.

To better monitor how much oil consumers and industry are depositing in the ocean, the NRC recommends that federal agencies work with state and local environmental bureaus to develop a system for documenting sources of runoff. The report also calls on the EPA to continue efforts to phase out older, inefficient two stroke engines, which power many jet skis and other small watercraft.

The report also says federal ocean management agencies

should try to develop more accurate techniques for estimating the amount of oil that seeps into the ocean from geologic formations beneath the seafloor. This would help researchers distinguish the effects of petroleum released by natural processes versus human activities, and study how marine life responds to the introduction of oil.

Where oil seeps naturally into the ocean, local marine ecosystems have been altered, the report says. For example, in seepage areas in the Santa Barbara Channel off California, there is little biodiversity, with just bacteria and a few invertebrate species surviving in the petroleum slurry.



Every drop of spilled oil and gasoline can cause environmental problems. (Photo courtesy EPA)

Research conducted in the wake of the EXXON VALDEZ spill in 1989 shows that large oil spills can be devastating to the marine environment. They kill fish, mammals, birds and their offspring, destroy plant life, and reduce the food supply for organisms that survive.

Spills also disrupt the structure and function of marine communities and ecosystems, although more research is needed to better understand how spills affect overall populations, the NRC says.

Less is known about how chronic releases from sources such as land runoff and inefficient two stroke engines on boats and jet skis affect marine ecology. The report calls for the federal government, in cooperation with academia and industry, to launch a major research effort aimed at better understanding how chronic releases of petroleum affect the marine environment, particularly when organisms in already polluted waters are exposed to the multiple toxics found in oil.

The NRC report is available online at: <http://www.nap.edu>

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Norman Weisbrod

From: Lango [alw2001@cox.net]
Sent: Wednesday, June 26, 2002 7:56 AM
To: Norman Weisbrod
Subject: Fw: Opposing opinion about building a body shop on Industrial Pky W.

----- Original Message -----

From: Lango
To:

normanw@ci.hayward.ca.us

Sent: Monday, June 24, 2002 7:16 PM
Subject: Opposing opinion about building a body shop on Industrial Pky W.

Planning Division
City of Hayward

Lango Wong
Home owner of
29754 Ventnor Ct.
Hayward, CA 94544

June 24, 2002

Dear Sir or Madam,

Re: PL-2002-0370 AUP

I have received the notice about application of building a bodyshop on Industrial PKY W in my neighborhood, due to the large quantity of hazardous chemicals and flammable materials which exist at a bodyshop, therefore, I oppose the application.
I just don't think that a bodyshop should be allowed to be built in a populous residential area.

6/26/2002

Note to File PL-2002-0370
June 25, 2002

Caller: Larry Miller

Address: Chesterfield Court

- Don't want another body shop. Existing one very noisy.
- Work late at night and on the weekend early in the morning.
- Have complained to police in past regarding late hours.
- Smell paint fumes.

Norman Weisbrod

From: Choi, Susie [susie.choi@ssf.net]
Sent: Tuesday, June 25, 2002 2:16 PM
To: Norman Weisbrod
Subject: 727 Industrial Parkway W, Unit N2 at Huntwood Ave - Ref PL-2002-0370 AUP

As a homeowner on Ventnor Court, I am opposed to an auto body shop adjacent to the park and single family housing. That area has been expanding with housing and the noise and possible hazardous materials associated with an auto body shop would be an unwelcome addition to the neighborhood.

Susan Choi
123 Catalina Avenue
Pacifica, CA 94044-1535

ADMINISTRATIVE USE PERMIT APPLICATION NO. PL-2002-0370

MARIA REVUELTA (APPLICANT)

ARNOLD ADDISON (OWNER)

727 INDUSTRIAL PARKWAY WEST

UNITS N2 AND W

FINDINGS FOR APPROVAL

- A. The approval of Administrative Use Permit Application No. PL-2002-0704 authorizing the operation of an auto body shop is exempt from the provisions of California Environmental Quality Act pursuant to Section 15301, Class 1, (a), Existing Facilities;
- B. The auto body shop is desirable for the public convenience in that it provides a service to the community in an area where like services are offered, such as auto repair;
- C. The auto body shop will not impair the character and integrity of the Industrial Zoning District and as conditioned will not have a significant impact on the adjacent park and near by residential neighborhood;
- D. The auto body shop, as conditioned, will not be detrimental to the public health, safety or general welfare and that the hours of operation will take in consideration the nearby residential neighborhood. In addition, the required spray booth will contain paint fumes and toxic paints minimizing impacts on the nearby residential neighborhood and the park. In addition, the automobile body shop is required to meet all Uniform Building and Fire Code standards; and
- E. The auto body shop is in harmony with the intent and purpose of the Industrial Zoning District that allows automobile body shops that conform to Hazardous Materials regulations including the filing of a current hazardous materials inventory. The site improvements, as conditioned, are consistent with the General Plan and applicable City regulations adopted under the City of Hayward Zoning Ordinance.

ADMINISTRATIVE USE PERMIT APPLICATION NO. PL-2002-0370

MARIA REVUELTA (APPLICANT)

ARNOLD ADDISON (OWNER)

727 INDUSTRIAL PARKWAY WEST

UNITS N2 AND W

CONDITIONS OF APPROVAL

1. Administrative Use Permit Application No. 2002-0370 shall operate according to these conditions of approval and the plans approved by the Planning Director labeled Exhibit "A." This approval is void one year after the effective date of approval unless a building permit application has been submitted and accepted for processing by the City. Any modification to this permit shall require review and approval by the Planning Director.
2. The business license for Accurate Body and Paint, Unit W, shall be renewed. An additional business license is required for Unit N2.
3. All painting shall be completed within the approved paint booth in Unit W. Sanding is not permitted to be conducted outside of the buildings.
4. All auto repairs shall be conducted within the buildings.
5. All business operations in Units N2 and W, except for administrative office activities, are restricted to the hours 7:00 am to 7:00 pm weekdays, and 8:00 am to 6:00 pm on Saturday and 10:00 am to 5:00 pm on Sunday.
6. A sign permit is required prior to the installation of any new business wall signs. Signs that do not have permits shall be permitted by September 2, 2003. Signs are required to meet the standards of the Sign Ordinance and are required to be professionally prepared and installed. All sign plans shall be reviewed and approved by the Planning Director.
7. Roof mounted equipment, antennas, satellite dishes, support structures and similar devices shall be screened from public view as required by the Planning Director or other approval authority.
8. Exterior lighting and parking lot lighting shall be provided in accordance with the City of Hayward Security Ordinance (No. 90-26 C.S.) and be designed by a qualified lighting designer and erected and maintained so that light is confined to the property and will not cast direct light or glare upon adjacent properties or public rights-of-way.
9. Missing landscaping adjacent to Unit W shall be replaced. Landscaping shall be maintained in a healthy, weed-free condition at all times. The owner's representative shall inspect the landscaping on a monthly basis and any dead or dying plants (plants that exhibit over 30% dieback) shall be replaced within ten days of the inspection. Trees shall not be severely pruned, topped or pollarded. Any trees that are pruned in this manner shall be replaced with a tree species selected by, and size determined by the City

Landscape Architect, within the timeframe established by the City and pursuant to Municipal Code. A revised landscape plan prepared by a licensed landscape architect is required to be submitted for review and approval by the City Landscape Architect.

10. A trash enclosure is required to be provided on-site. An elevation and plans to be approved by the Planning Director shall be submitted prior to the approval of a business license for Unit N2. Both Units N2 and W shall use this trash enclosure.
11. No outside storage of material, crates, boxes, auto parts, etc. shall be permitted anywhere on site, except within the trash enclosure area as permitted by fire codes. No material shall be stacked higher than the height of the trash enclosure screen wall and gate. Any items owned by Accurate Body and Paint that are currently stored outdoors in the parking lot and planter area shall be removed prior to the issuance of a business license. If the items are not removed within six months, the property owner shall begin to incur fines.
12. The stucco wall adjacent to Unit W shall be repainted to the satisfaction of the Planning Director by September 2, 2003.
13. Inoperable automobiles are not permitted to be parked more than one week while waiting needed automobile parts for repair. If it is anticipated that a vehicle shall be parked for longer than one week while waiting parts.
14. An updated Chemical Inventory shall be filed with the Fire Department for both Units N2 and W.
15. Document any proposed exterior operations that will cause the discharge of pollutants to the storm drain, or the storage of materials that will expose pollutants to storm water. This shall include information regarding any proposed exterior vehicle washing. Provide Best Management practices that will control the discharge of pollutants.
16. Prior to the issuance of a business license obtain a Wastewater Discharge Permit from Water Pollution Source Control. This can be either a Permit for the discharge of wastewater or a non-discharging Pollution Prevention Permit.
17. The applicant shall maintain in good repair all building exteriors, walls, lighting, trash enclosure, drainage facilities, driveways and parking areas on and adjacent to Units N2 and W. The premises shall be kept clean. Any graffiti painted on the property shall be painted out or removed within seven days of occurrence.
18. Groundskeeping activities, such as leaf blowers and parking lot sweepers, shall be limited to the daylight hours of 7:30 am to 5:00 pm Monday through Friday, and 10:00 am to 5:00 pm, Sunday and Holidays.
19. A property manager's name, telephone number and address shall be provided to the Planning Director prior to the issuance of a building permit. This information will be given to the president of the Canterbury of Hayward Homeowner's Association.

20. If it comes to the attention of the Director of Community and Economic Development/Planning Director that there are problems occurring as a result of the operations of the automobile body shop, the Director may call this modification to the use permit application up to the Planning Commission for consideration of imposing additional conditions or restrictions.
21. Violation of these conditions is cause for revocation of permit after public hearing before the duly authorized review body.

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Dr. T.

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